DETAILED LESSON OUTLINE

COURSE: LCES Workshop

UNIT: Unit 3 - Scenario "A"
Smokejumper, Small Fire

SUGGESTED TIME: Two Hours

TRAINING AIDS: Handouts
Laptop computer and video projector (or slide projector)
"School Book Answers"
A scribe per table group

OBJECTIVES: Students, working in groups, will enhance their knowledge and practice application of the Smokejumper LCES Contract.

OUTLINE	AIDS & CUES
I. INTRODUCTION: The following exercise presents the problem of approaching a small fire from above. Although written from a smokejumper perspective, the same challenges confront engine, ground, and helitack crews. Distribute the scenario exercise to table groups, every other table being an "A" or "B". In the following Instructor's Notes, those answers pertinent to only one group are so noted.	03A-01-LCES-HO 03A-02-LCES-HO
Many of the "School Book Answers" refer to the **Orders**, **Situations**, **Guidelines**, and **Denominators**. You may choose to challenge the class to reference these whenever possible.	
A. Introduce the Scribes. Scribes at each table group will record group responses to Fire Hazards, Safety Elements, and Mitigations as described in 03A-02-LCES-HO.	03A-03-LCES-HO 03A-04-LCES-HO

OUTLINE	AIDS & CUES
II. You are on the load at 1000 for a fire call to the Beaverhead - Deerlodge National Forest. What information do you already know or can find out in the plane that will help you assess the plan for a safe fire?	03A-01-LCES-SL
A. HAZARDS: **LACK OF INFORMATION ABOUT FIRE AND WEATHER**.	
B. FIRE SAFETY ELEMENTS: **RECOGNIZE CURRENT WEATHER CONDITIONS AND OBTAIN FORECASTS.**	
C. LCES MITIGATIONS: **LOOKOUTS** **Look at fire when circling overhead.** **Make note of weather in the area.** **COMMUNICATIONS** **Morning briefing.** **Fire Weather on bulletin board.** **Jump request form.**	

OUTLINE	AIDS & CUES
III. Group A	
The morning weather stated that it would be a typical Northern Rockies August day - hot and dry. The predicted Haines Index is five or six for the day. As you circle the fire you see that it is in a very open ponderosa pine stand burning in grass and litter on a south aspect. The fire is mid-slope, creeping around, at about one acre. Because of the steepness of the slope and rocks in the vicinity of the fire, the jump spot will be up on top of the ridge. There is a nice size, quarter moon shape meadow on the ridge top that you see the spotter and the Initial Attack Incident Commander (IAIC) indicate as the jump spot. Looking at the jump spot and ridge top from the aircraft, what are your fireline safety considerations?	03A-02-LCES-SL 03A-03-LCES-SL
III. Group B	
Same as above except Jumper is at the front of the plane cannot actually hear the spotter/IAIC conversation. The spotter does not use the PA system. Jumper assumes the meadow on top of the ridge will be the jump spot.	03A-04-LCES-SL
A. HAZARDS: **FIRE BELOW WITH UNBURNED FUEL IN BETWEEN ON A STEEP SLOPE.** **MAY NOT BE ABLE TO SEE FIRE WHEN IN THE JUMP SPOT AND MOVING TOWARD FIRE.** **(Group B) - DO NOT KNOW WHERE THE JUMP SPOT IS - UNINFORMED AS TO THE PLAN/DO NOT KNOW WHERE ESCAPE ROUTES OR SAFETY ZONES ARE.**	

OUTLINE	AIDS & CUES
B. FIRE SAFETY ELEMENTS: **UNBURNED FUEL BETWEEN YOU AND THE FIRE.** **FIRES RUN UPHILL SURPRISINGLY FAST IN CHIMNEYS, GULLIES, AND ON STEEP SLOPES.** **DETERMINE SAFETY ZONES AND ESCAPE ROUTES. CANNOT SEE MAIN FIRE, NOT IN CONTACT WITH SOMEONE WHO CAN.** **(GROUP B) DETERMINE SAFETY ZONES AND ESCAPE ROUTES.** **UNINFORMED ON STRATEGY AND TACTICS.**	
C. LCES MITIGATIONS: **LOOKOUTS** **Keep jump plane in area until people on fire.** **Jump lookout on nearby ridge.** **COMMUNICATIONS** **(GROUP B)** **Need to know the plan, including jump spot and escape routes and safety zones.** **ESCAPE ROUTES/SAFETY ZONES** **Identify from plane.**	

OUTLINE	AIDS & CUES
IV. Eight jumpers jump, two in each pass or "stick." You are in the second stick (Group B is in the last stick) with about 150 yards of drift. The jumper IAIC, who was in the first stick, heads down to the fire immediately upon landing. As you gather your gear, grab a tool, and get food and water, you notice the wind comes up making it impossible for the last stick to make it into the spot. You are to make radio contact with the last two jumpers or the jumper IAIC. What are your concerns? What do you do?	03A-LCES-05-SL
Group B. The last stick experiences a sudden increase in wind speed to about 450 yards of drift. Your jump partner "trees-up" some distance from the spot, and you land in an alternate spot nearby your treed partner. You help your "JP" through the let-down procedure. You are unable to raise anyone on the radio. What do you do? What are your concerns?	03A-LCES-06-SL 03A-LCES-07-SL
A. HAZARDS: **PEOPLE GETTING SPREAD OUT.** **NO COMMUNICATIONS WITH SUPERVISOR AND THE OTHER TWO (GROUP B, OTHER CREW MEMBERS).** **CANNOT SEE THE FIRE, NOT IN CONTACTWITH SOMEONE WHO CAN.**	
B. FIRE SAFETY ELEMENTS: **REMAIN IN COMMUNICATIONS WITH CREW MEMBERS, YOUR SUPERVISOR, AN ADJOINING FORCES.** **NO COMMUNICATIONS LINK WITH CREW MEMBERS OR SUPERVISOR.** **CANNOT SEE MAIN FIRE, NOT IN CONTACT WITH SOMEONE WHO CAN.**	

OUTLINE	AIDS & CUES
LCES MITIGATIONS: **LOOKOUT/COMMUNICATIONS** **Send someone with a radio to tie in with the two (GROUP A).** **Attempt to contact plane to act as como and lookout.** **Use ground to air signal streamers. (GROUP B)**	
V. SITUATION #4 GROUP A You are about midway down to the fire when you notice a significant amount of dark smoke billowing up from below. What are your concerns? What do you do?	03A-08-LCES-SL
SITUATION #4 GROUP B By the time the two of you arrive at the jump spot where the other jumpers landed and the cargo is located, the other other six have already left. You cannot see the fire because it is down slope directly below you and you are surrounded by timber. You do notice there seems to be more smoke coming up from down below however. What are your concerns? What do you do?	03A-09-LCES-SL
A. HAZARDS: **CHANGE IN FIRE BEHAVIOR.** **CAN'T SEE THE FIRE, CAN'T TALK WITH SOMEONE WHO CAN.** **FIRE BELOW.** **STEEP SLOPE.**	

OUTLINE	AIDS & CUES

WIND PICKING UP.

POOR COMMUNICATIONS.

PEOPLE GETTING SPREAD OUT.

SAFETY ZONES ESCAPE ROUTES IDENTIFIED?

B. FIRE SAFETY ELEMENTS:

OBTAIN CURRENT INFORMATION ON FIRE STATUS.

REMAIN IN COMMUNICATION WITH CREW MEMBERS, YOUR SUPERVISOR, AND ADJOINING FORCES.

DETERMINE SAFETY ZONES AND ESCAPE ROUTES.

ESTABLISH LOOKOUTS IN POTENTIALLY HAZARDOUS SITUATIONS.

ALSO REFERENCE (18 SITUATIONS):

- **#5:** Uniformed on strategy, tactics, and hazards.
- **#6:** Instructions and assignments not clear.
- **#7:** No communication link with crew members or supervisor.
- **#11:** Un-burned fuel between you and the fire.
- **#12:** Cannot see main fire, not in contact with someone who can.
- **#14:** Weather becoming hotter and drier.
- **#15:** Wind changes speed and/or changes direction.

OUTLINE	AIDS & CUES
C. LCES MITIGATIONS: **LOOKOUTS/COMMUNICATIONS** **Try to establish radio contact with IAIC who can see the fire.** **Lookout, jumpship, aerial detection, etc.** **ESCAPE ROUTES/SAFETY ZONES** **Do not proceed without identifiying.** **Retreat to last established safety zone until new escpae route/safety zone identified for approach to fire.**	
V. SITUATION #5 You finally get a hold of the jumper IAIC on the radio. S/he explains that the fire has increased in activity, that the fire is spotting at the head, and s/he needs your help down there quickly. What are your concerns? What do you do?	03A-10-LCES-SL
A. HAZARDS **FIRE ACTIVITY INCREASING.** **GETTING SPOTS ACROSS THE LINE.** **UNBURNED FUEL BETWEEN YOU AND THE FIRE.** **GETTING SPOTS ACROSS THE LINE.** **UNBURNED FUEL BETWEEN YOU AND THE FIRE.**	

OUTLINE	AIDS & CUES

FIRE BELOW ON A STEEP SLOPE.

NO COORDINATED PLAN.

ESCAPE ROUTES/SAFETY ZONES, IDENTIIED?

B. FIRE SAFETY ELEMENTS:

REMAIN IN COMMUNICATION WITH CREW MEMBERS, YOU SUPERVISOR, AND ADJOING FORCES.

DETERMINE SAFETY ZONES AND ESCAPE ROUTES.

ESTABLISH LOOKOUTS IN POTENTIALLY HAZARDOURS SITUATIONS.

ALSO REFERENCE (18 SITUATIONS):

#5: Uniformed on strategy, tactics, and hazards.
#6: Instructions and assignments not clear.
#11: Unburned fuel between you and the fire.
#14: Weather becoming hotter and drier.
#15: Wind changes speed and/or changes directions.
#16: Getting frequent spot fires across the line.

ALSO:

- **Most incidents happen on smaller fires or on isolated portions of larger fires.**
- **Most fires are innocent in appearance before the "flare-ups" or "blow-ups."**
- **Flare-ups generally occur in deceptively light fuels.**

OUTLINE	AIDS & CUES
C. LCES MITIGATIONS **LOOKOUTS/COMMUNICATIONS** **Inquire of IAIC if safet o proceed.** **Request of IAIC to keep informed.** **ESCAPE ROUTES/SAFETY ZONES** **Identify before proceeding.**	
VI. SITUATION #6 The jumper IAIC explains there is a good rock slide about 300 yards to the west (left) of the line you are walking down to the fire. The top of the slide is about midway between the jump spot and the fire. As you walk down towards the fire, you enter a deep gully with steep rocky walls. What do you do? What are your concerns?	03A-11-LCES-SL
A. HAZARDS: **SAFETY ZONE FAR AWAY.** **NO GOOD ESCAPE ROUTE**S.	
B. FIRE SAFETY ELEMENTS: **DETERMINE SAFETY ZONES AND ESCAPE ROUTES.**	
ALSO REFERENCE (18 SITUATIONS): **#17**: Terrain and fuels make excape to safety zones difficult.	
ALSO: **- Fires run uphill surprisingly fast in chimneys, gullies, and on steep slopes.**	

OUTLINE	AIDS & CUES
C. LCES MITIGATIONS: **LOOKOUTS/COMMUNICATIONS** **Keep in touch with IAIC to monitor fire activity.** **ESCAPE ROUTES/SAFETY ZONES** **Identify before proceeding.**	
VII. SITUATION #7 GROUP A You arrive at the fire and find the IAIC madly digging line at the head of the fire, scrambling over occasionally to catch a spot fire that gegins to smolder. The IAIC instructs the five of you to line out, help catch the head, and then continue digging line down each flank. What do you do? What are your concerns?	03A-12-LCES-SL
GROUP B You arrive at the fire and find the rest of the crew split into two groups digging line down each side of the fire. You join in digging line at the rear of one squad. Your squad gets spaced out by quite a bit becasue the line digging is going pretty fast. Suddenly you hear and vaguely see a tree torch quite a ways outside the line, at an angle and above you. You also notice that a large thunderhead has developed over your fire. What are your concerns? What do you do?	03A-13-LCES-SL
A. HAZARDS: GROUP A **HAS THE FIRE BEEN SCOUTED?** **GETTING SPOTS OVER THE LINE.**	

OUTLINE	AIDS & CUES

ATTEMPTING FRONTAL ASSAULT ON A FIRE WITH NO ANCHOR.

DIGGING LINE DOWNHILL.

NO COORDINATED BRIEFING.

NO SAFETY BRIEFING.

GROUP B

GETTING FIRE ACTIVITY OUTSIDE THE LINE.

NOT IN SIGHT OF CREW, COMMUNICATIONS BY RADIO ONLY.

WEATHER MAY STRONGLY AFFECT FIRE BEHAVIOR.

B. FIRE SAFETY ELEMENTS:

GROUP A

DETERMINE SAFETY ZONES AND ESCAPE ROUTES.

STAY ALERT, KEEP CALM, THINK CLEARLY, ACT DECISIVELY.

GROUP B

ALL OF GROUP A, PLUS:

REMAIN IN COMMUNICATION WITH YOUR CREW MEMBERS, YOUR SUPERVISOR, AND ADJOING FORCES.

OUTLINE	AIDS & CUES

UNBURNED FUEL BETWEEN YOU AND THE FIRE.

POTENTIAL WIND INCREASES OR CHANGE IN DIRECTION.

ALSO REFERENCE:

#1: Fire not scouted and sized up.
#5: Uninformed on strategy, tactics, and hazards.
#8: Constructing line without safety anchor point.
#9: Building fireline downhill with fire below.
#10: Attempting frontal assault on a fire.
#13: On a hillside where rolling material can ignite fuel below.

C. PRINCIPLES OF DOWNHILL LINE CONSTRUCTION

- **The decision is made by a competent firefighter after thorough scouting.**
- **Downhill line construction should not be attempted when fire is present directly below the proposed starting point.**
- **Post a lookout when fire can not be adequately observed.**

D. LCES MITIGATIONS: GROUPS A & B

- **Scout the fire.**

- **Post a lookout.**

OUTLINE	AIDS & CUES

COMMUNICATIONS:

Establish a plan.

Hold a planning/briefing session.

Communicate hazards.

ESCAPE ROUTES/SAFETY ZONES:

Establish an anchor point.

Identify.

Make sure escape route(s) viable as diggers proceed.

GROUP B
LOOKOUTS

Ensure someone has an overview before going to check out.

COMMUNICATIONS

Inform IAIC and others of situation outside the line, and your plans.

Discuss the thunder cell with IAIC and others. Do not assume everyone is aware and paying attention.

ESCAPE ROUTES/SAFETY ZONES

Identify the new situation before proceeding.

OUTLINE	AIDS & CUES
Whine if the IAIC does not insist on these!	
VIII. SITUATION #8 With the help of some retardant you catch the fire. The next morning about 1100 dispatch contacts you stating that a fire was detected yesterday in your area. It is located about mid-slope to the northeast of your current location. They know that you have contained your fire and would like you to go over and catch the other fire. What do you do? What are your concerns?	03A-14-LCES-SL
A. HAZARDS: **GETTING TO THE FIRE SAFELY.** **YOU HAVE NOT SEEN THE FIRE AND DO NOT SEE IT NOW.**	
B. FIRE SAFETY ELEMENTS: **RECOGNIZE CURRENT WEATHER AND OBTAIN FORECASTS.** **OBTAIN CURRENT INFORMATION ON FIRE STATUS.** **INITIATE ALL ACTION ON CURRENT AND EXPECTED FIRE BEHAVIOR.**	
C. ALSO REFERENCE (18 SITUATIONS): **#1**: Fire not scouted and sized up. **#3**: Safety zones and escape routes not identified. **#11:** Unburned fuels between you and the fire.	

OUTLINE	AIDS & CUES
D. LCES MITIGATIONS: **LOOKOUTS/COMMUNICATIONS:** **REQUEST DETECTION TO FLY.** **SEE FROM JUMP SPOT?** **LOOKOUTS IN AREA?** **ESCAPE ROUTES/SAFETY ZONES:** **APPROACH FIRE FROM BELOW?** **ESTABLISH BEFORE PROCEEDING.**	

SMALL FIRE SCENARIO- SMOKE JUMPER

GROUP "A"

The following exercise presents the problem of approaching a small fire from above. Although written from a smoke jumper perspective, the same challenges confront engine, ground, and helitack crews. Written by Paul Fieldhouse.

1. You are on the load at 1000 for a fire call to the Beaverhead-Deerlodge National Forest. What information do you already know or can find out in the plane that will help you to assess and plan for a safe fire?

2. The morning weather stated that it would be a typical Northern Rockies August day - hot and dry. The predicted Haines index is 5 or 6 for the day. As you circle the fire you see that it is in a very open Ponderosa Pine stand burning in grass and litter on a south aspect. The fire is mid-slope, creeping around, at about one acre. Because of the steepness of the slope and rocks in the vicinity of the fire, the jump spot will be up on top of the ridge. There is a nice size, quarter moon shape meadow on the ridge-top that you see the spotter and the Initial Attack Incident Commander (IAIC) indicate as the jump spot. Looking at the jump spot and ridge-top from the aircraft, what are your fire safety considerations?

3. Eight jumpers jump, two in each pass or 'stick'. You are in the second stick with about 150 yards of drift. The jumper IAIC, who was in the first stick, heads down to the fire immediately upon landing. As you gather your gear, grab a tool, and get food and water, you notice that the wind comes up making it impossible for the last stick to make it into the spot. You are unable to make radio contact with the last two jumpers or the jumper IAIC. What are your concerns? What do you do?

4. You are about midway down to the fire when you notice a significant amount of dark smoke billowing up from below. What are your concerns? What do you do?

5. You finally get a hold of jumper IAIC on the radio. S/he explains that the fire has increased in activity, that the fire is spotting at the head, and s/he needs your help down there quickly. What are your concerns? What do you do?

6. The jumper IAIC explains that there is a good rock slide about 300 yards to the west (left) of the line you are walking down to the fire. The top of the slide is about midway between the jump spot and the fire. As you continue walking down toward the fire, you remain walking in a deep gully with steep rocky walls. What are your concerns? What do you do?

7. You arrive at the fire and find the IAIC madly digging line at the head of the fire, scrambling over occasionally to catch a spot that begins to smolder. The IAIC instructs the five of you to line out, help catch the head, and then continue digging line down each flank. What are your concerns? What do you do?

8. With the help of some retardant you catch the fire. The next morning about 1100 dispatch contacts you stating that another fire was detected in your area. It is located about mid-slope to the northeast of your current location. They know that you have contained your fire and would like you to go over and catch the other fire. What are your concerns? What do you do?

SMALL FIRE SCENARIO- SMOKE JUMPER

SCRIBE - GROUP "A"

INSTRUCTIONS:

For each scenario event identify the following:

1). The **FIRE** hazards that concern you.

2). Which of the fire safety elements relate to the hazards identified (list each one that relates).

3). How you would mitigate those hazards (especially in terms of LCES).

1. You are on the load at 1000 for a fire call to the Beaverhead-Deerlodge National Forest. What information do you already know or can find out in the plane that will help you to assess and plan for a safe fire?

2. The morning weather stated that it would be a typical Northern Rockies August day - hot and dry. The predicted Haines index is 5 or 6 for the day. As you circle the fire you see that it is in a very open Ponderosa Pine stand burning in grass and litter on a south aspect. The fire is mid-slope, creeping around, at about one acre. Because of the steepness of the slope and rocks in the vicinity of the fire, the jump spot will be up on top of the ridge. There is a nice size , quarter moon shaped meadow on the ridgetop that you see the spotter and the IAIC indicate as the jump spot. Looking at the jump spot and ridge-top from the aircraft, what are your fire safety considerations?

3. Eight jumpers jump, two to a pass or 'stick'. You are in the second stick with about 150 yards of drift. The jumper IAIC, who was in the first stick, heads down to the fire immediately upon landing. As you gather your gear, grab a tool, and get food and water, you notice that the wind comes up making it impossible for the last stick to make it into the spot. You are unable to make contact with the last two jumpers or the jumper IAIC. What are your concerns? What do you do?

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5. You finally get a hold of the jumper IAIC on the radio. S/he explains that the fire has increased in activity, that there is some spotting occurring at the head of the fire, and they will need your help down there quickly. What are your concerns? What do you do?

6. The jumper IAIC explains that there is a good rock slide about 300 yards to the west (left) of the line you'll be walking down to the fire. The top of the slide is about midway between the jump spot and the fire. As you begin to walk down toward the fire, you notice that you are walking, into an increasingly deep gully with steep rocky walls. What are your concerns? What do you do?

7. You arrive at the fire and find the rest of the crew split into two groups digging line down each side of the fire. You join in digging line at the rear of one squad. Your squad gets spaced out by quite a bit because the line digging is going pretty fast. Suddenly you hear and vaguely see-a tree torch quite a ways outside the line, at an angle to the side and above you. You also notice that a large thunder head has developed over your fire. What are your concerns? What do you do?

8. With the help of some retardant you catch the fire. The next morning about 1100 dispatch contacts you stating that another fire was detected in your area. It is located about mid-slope to the northeast of your current location. They know that you have contained your fire and would like you to go over and catch the other fire. What are your concerns? What do you do?

SMALL FIRE SCENARIO- SMOKE JUMPER

"B" GROUP

The following exercise presents the problem of approaching a small fire from above. Although written from a smoke jumper perspective, the same challenges confront engine, ground, and helitack crews. Written by Paul Fieldhouse.

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2. The morning weather stated that it would be a typical Northern Rockies August day - hot and dry. The predicted Haines index is 5 or 6 for the day. As you circle the fire you see that it is in a very open Ponderosa Pine stand burning in grass and litter on a south aspect. The fire is midslope, creeping around, at about one acre. You are at the rear of the load and can't hear the spotter and Initial Attack Incident Commander (IAIC) conferring, nor does the spotter use the PA system. Because of the steepness of the slope and rocks in the vicinity of the fire, you guess that the jump spot will be up on top of the ridge. There is a nice size meadow on the ridge-top that you guess will be the jump spot. Looking at the ridge-top from the aircraft, what are your fire safety considerations?

3. Eight jumpers jump, two in each pass, or "stick". You are in the last stick. The last stick experiences a sudden increase in wind speed to probably around 450 yards of drift. Your jump partner trees-up some distance from the spot, and you land in an alternate spot nearby your treed partner. You help your 'JP' thru the let-down procedure. You are unable to raise anyone on the radio. What are your concerns? What do you do?

4. By the time the two of you arrive at the jump spot where the other jumpers landed and the cargo is located, the other six have already left. You cannot see the fire because it is down the slope directly below you and you are surrounded by timber, you do notice that there seems to more smoke coming up from down below however. What are your concerns? What do you do?

5. You finally get a hold of the jumper IAIC on the radio. S/he explains that the fire has increased in activity, that there is some spotting occurring at the head of the fire, and they will need your help down there quickly. What are your concerns? What do you do?

6. The jumper IAIC explains that there is a good rock slide about 300 yards to the west (left) of the line you'll be walking down to the fire. The top of the slide is about midway between the jump spot and the fire. As you begin to walk down toward the fire, you notice that you are walking, into an increasingly deep gully with steep rocky walls. What are your concerns? What do you do?

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SMALL FIRE SCENARIO- SMOKE JUMPER

SCRIBE - GROUP "B"

INSTRUCTIONS:

For each scenario event identify the following:

1). The FIRE hazards that concern you.

2). Which of the fire safety elements relate to the hazards identified (list each one that relates).

3). How you would mitigate those hazards (especially in terms of LCES).

1. You are on the load at 1000 for a fire call to the Beaverhead-Deerlodge National Forest. What information do you already know or can find out in the plane that will help you to assess and plan for a safe fire?

2. The morning weather stated that it would be a typical Northern Rockies August day - hot and dry. The predicted Haines index is 5 or 6 for the day. As you circle the fire you see that it is in a very open Ponderosa Pine stand burning in grass and litter on a south aspect. The fire is mid-lope, creeping around, at about one acre. You are at the rear of the load and can't hear the spotter and IAIC conferring, nor does the spotter use the PA system. Because of the steepness of the slope and rocks in the vicinity of the fire, you guess that the jump spot will be up on top of the ridge. There is a nice sized meadow on the ridgetop that you guess will be the jump spot. Looking at the ridgetop from the aircraft, what are your fire safety considerations?

3. Eight jumpers jump, two per pass or "stick." You are in the last stick. The last stick experiences a sudden increase in wind speed probably around 450 yards of drift. Your Jump Partner trees-up some distance from the spot, and you land in an alternate spot nearby your treed partner. You help your JP through the let-down procedure. You are unable to raise anyone on the radio. What are your concerns? What do you do?

4. By the time the two of you arrive at the jump spot where the other jumpers landed and the cargo is located, the other six have already left. You cannot see the fire because it is down the slope directly below you and you are surrounded by timber. You notice that there seems to be more smoke coming up from down below. What are your concerns? What do you do?

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